









## Intimations.

**Wm. Powell, Ltd.,**

**GENTLEMEN'S OUTFITTERS**

**NEW GOODS**

**SOFT DRESS**

**SHIRTS**

**VERY LIGHT WEIGHT**

**PERFECT FITTING**

**NEW**

**GELNETT**

**UNDERWEAR**

**COOL**

**SAFE DURABLE**

**BATH**

**ROBES**

**LARGE ASSORTMENT**

**NECKWEAR**

**Exclusive Designs**

**Specially Selected**

**ART SHADES**

**IN**

**CRAY DE OMBRE**

**IRISH POPLIN, ETC.**

**EVERYTHING**

**FOR**

**GENT'S WEAR**

**Wm. Powell, Ltd.,**

**LTD.**

**28, Queen's Road**

**(Opposite Clock Tower)**

**Hongkong, 27th August, 1910**

## CAPTAIN'S GROSS NEGLIGENCE.

**SEVERE JUDGMENT IN STANDARD C.S.**

At the last moment the hour for giving the decision to the Judicial Board of Trade Inquiry at Cardiff into the loss of the British Standard was altered to seven o'clock. Long before this hour, so great was the public interest, the court was crowded out, the corridors even being picked.

According to his *Morning Leader* of Sunday, the inquiry probably marks a record in the history of such proceedings, the hearing of the evidence lasting a full fortnight, the Court sitting even on August Bank-holiday, so important were the points at issue considered.

The ship was launched in Sunderland on March 1st. She was built to the order of Messrs. Brown, Son, and Co., Cardiff, and the British Standard Steamship Company was subsequently formed for the purpose of taking over the vessel, Messrs. Brown and Co. becoming the managing owners.

**OWNERS AND INSURANCE.**  
Messrs. Brown and Co. consisted of Messrs. F. Adcock Brown, of Penarth, and they had offices in Cardiff. Mr. Paul Braun was the brother of Mr. Frederick Brown, and was also the captain of the vessel. It was admitted that the captain held his name Braun, and that he is Mr. Frederick Brown's brother.

After his name had been submitted to Lloyd's for approval as master of the vessel insurance was effected totaling £5,500. The vessel cost £15,000, and of this £15,500 remained on mortgage with the builders on acceptance for a period of four years.

The captain of the company formed to take her over was £74,000, and the total paid-up capital of the company at the time she sailed was £9,000, made up of 9,000 shares, of which Messrs. Brown, Son, and Co., and Mr. P. U. Braun held 675 be worth them.

The vessel was making her maiden voyage from Cardiff to Rio de Janeiro with a cargo of coal and passenger fuel, and was only about 45 miles off Cape Frio when she was alleged to have struck some submerged and unseen object which was not marked on the chart. The captain and crew of 16 hands took to the boats and rowed away, the vessel foundering some hours later.

The crew were picked up by a Brazilian schooner and eventually landed at Rio de Janeiro.

**ALLEGED DRIBBLES.**  
The features of the evidence were some sensational allegations by members of the crew that the ship was deliberately sunk. Alfred Page, the second mate, asserted that the captain had offered him £100, which he subsequently increased to £300, at Southampton for supporting the captain in his theory as to the loss of the vessel. He also said that he had heard the captain offer two Greek sailors £30 apiece if they made certain statements.

The decision dealt in great detail with the financial position of the British Standard Steamship Company, and the opinion was expressed that the position of the shareholders in the British Standard Steamship Company was far better than that of shareholders usually in shipping companies, as the shareholders could rely on their holdings being secured on the insurance effected. When the vessel went to sea there was the value of £4,750 had been allotted to Brown, Son, and Co., Frederick Brown, and Thomas Brown, and 2,880 shares to the public. The British Standard Steamship Company was a public company but it had not been a financial success.

The value of much of the evidence had been destroyed by the action of the master in taking statements from members of the crew. The master had simply interviewed eight members of the crew, wrote their statements down in pencil, and subsequently at Rio de Janeiro called them to his bedroom and got the statements signed. The master did not know Greek nor the language of the negroes of South America, yet he had taken down their statements without an interpreter. The statements were inconsistent with the statements made to the British Consul and the inquiry.

The Court was of opinion that these statements were worthless and false, and were taken in order to confuse some of the witnesses, mislead a jury, and prevent the Court getting the truth.

**DID NOTHING TO SAVE THE SHIP.**  
After the vessel was alleged to have struck the master did nothing to save her. He did not even have a consultation with the officers. They rowed away because, as the master said, the vessel was sinking. Then he made up his mind, after rowing away for an hour, to return, and on the way he said: "Pull as hard as you can, as I want to get on board before the salvage boat comes."

Some indication of the reason why they returned was given by the chief officer—that he thought the lights of a steamer were hovering about.  
The master's statement that the vessel was abandoned because she was sinking, and that they returned to save her was most inconsistent. The Court discounted the theory that the ship struck a derelict or submerged wreck. As to a submerged rock, it was very strange that the numerous vessels passing at this spot had not struck it, or that it was not evident by the surface of the water. The Court had a strong presumption against a submerged rock. The shock, if described properly, would sink the vessel in an hour, and if the report of the water in the hold was true, the vessel would in that case also sink in half an hour. It remained there, however, for five hours.

**GROSS NEGLIGENCE.**  
The preponderance of the evidence was that the vessel did not strike a rock at all. Even if the vessel had struck it might have been saved but for the gross negligence of the master. The cause of the sinking of the vessel was not known, but facts indicated that the cause was not external accident, but the gross negligence of the vessel. The Court was of the opinion that the cause of the sinking was wilfully put in

operation by human agency. The master and chief engineer had made false statements to the Court, and the master had offered money to the second officer to induce him to support the master as to the loss of the vessel.

There was no reliable evidence to indicate the manner in which a human agency had been used, and it was not for them but for a criminal court to express the opinion whether the evidence was sufficient to warrant the conclusion as to the person or persons that caused it.

The vessel, even if it had struck rock, might have been saved but for the gross negligence of the master and chief engineer. There was some evidence that there was collusion between the managing owners and the master. The Court decided to suspend the master's certificate for 18 months, and as it was unfair that the public should pay the great burden of the inquiry, he would have to pay a thousand guineas towards the costs. The chief engineer's certificate would be suspended for 12 months, and he was ordered to pay 50 guineas. The third engineer was censured.

## MAGIC OF RADIUM.

**HOW COLOUR OF PRECIOUS STONES IS CHANGED.**

Is radium the "philosopher's stone"? The wonder working powers of this discovery rather suggest that this is the case. It is now announced on the basis of a fairly wide range of experiments that radium will change the colour of precious stones. A few months ago a series of experiments was entered upon to discover the effect which radium had on various precious stones. Mr. Armbricht, of Dukettreet, conducted a number of experiments, the results of which are highly interesting. "I began my experiments," he stated to a London *Mining and Metallurgical* representative, "with white sapphires, which is pure oxide of aluminium. I placed a number of sapphires, about two hundred in all, in contact with pure radium. In the course of two or three weeks the greater number of them had turned yellow or orange. A few of them which apparently came from another source, had turned a green, pinkish or smoky colour and fewer still to a rose colour. I should say that, roughly speaking, about 70 per cent. of the whole number, had turned yellow, and the yellow varied from lemon to dark orange. Two or three of them turned very slightly blue, but not sufficiently blue to take the colour of blue sapphires, the expensive and fashionable colour. By the use of radium I have managed to change very pale emeralds into emeralds of a darker green, but they are not sufficiently dark to equal the true green emerald which is of considerable value. In experimenting with diamonds, I have produced a clearer lighter colour; in other words, I have bleached a brown diamond almost white. I have not yet been able to obtain a blue diamond, but Sir William Crookes has a most beautiful blue-green specimen which was originally a yellow stone. The bleaching of a diamond is an easy process, but it requires a very long time. Again, an amethyst, under the influence of radium, may turn into a smoky topaz or yellow topaz. I have treated pearls, but have only been successful in clearing a dirty-looking pearl into a clearer white. Opals have not proved amenable to treatment. That failure was to have been expected because the colour of the opal is produced by the reflection of light from the different laminae or layers of the opal, just in the same way as the iridescence of the pearl is caused. As to the potential value of the experiments I am not very hopeful. Radium is very dear at the present time about £30 a milligramme is a fair price, and I know of one medical institution which is willing to spend £50,000 on the purchase of radium and cannot obtain all it requires. Sulphate of radium rules at \$5 a milligramme, because, unlike the bromide and chloride of radium, it is an insoluble salt and gives off emanations without ever becoming inert. Artificial stones are made very cheaply now days. A genuine white sapphire, for instance, which costs 10s. to 15s. a carat, can be imitated by a stone which costs 2s. to 3s. 6d. a carat, a d in colour, hardness, and specific gravity: the two are indistinguishable. The same is true of blue sapphires, and in this case the real stones can only be distinguished from the artificial by the use of the microscope. The microscope reveals little air bubbles, which in the natural stone fall into line with the cleavage, but in the artificial kind the bubbles assume something of the shape of a thermometer tube or an elongated pear drop. While these gems can be manufactured so cheaply I am afraid there is no commercial opening for radium-improved precious stones."

## Notices of Firms.

## NOTICE.

WE have this day appointed Mr. ARTHUR NILSSON as partner in our firm.  
**OLOF WIK & CO. AGENCIES, LIMITED.**  
Gothenburg, 1st September, 1910. [615]

## NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.  
**OLOF WIK & CO. AGENCIES, LIMITED.**  
Gothenburg, 1st September, 1910. [615]

## NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO.  
**OLOF WIK & CO. AGENCIES, LTD.**  
Gothenburg, 15th July, 1910. [617]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

## Intimations.

## CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

**WAMPOLE'S PREPARATION** has won a high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

## H.M.S. "BEDFORD" RELIEF FUND.

AN ENTERTAINMENT in aid of the above will be held at the City Hall on the evenings of the 15th and 17th October. Further particulars will be enclosed later.  
Hongkong, 21st September, 1910. [614]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed by **SHEWAN, TOMES & CO., General Managers.**  
Hongkong, 10th March, 1908. [611]

## SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

## "COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles ..... \$3.30

Dosen ..... 3.25

Case 50 Bottles ..... 11.50

" 60 " ..... 13.20

SOLE AGENTS:

## "FRENCH STORE."

Hongkong, 18th July, 1910. [617]

## Public Company

**DOUGLAS STEAMSHIP CO., LD.**

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Offices, TO-MORROW, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1910.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

**DOUGLAS LARPAK & Co., General Managers,**  
Hongkong, 16th September, 1910. [622]

## Dentistry

**DR. M. H. CHAUN,**

**DENTAL SURGEON,**

21, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [612]

## TSLIN TING

**LATEST METHODS OF DENTISTRY.**

STUDIO AT NO. 14, DOUGLAS STREET.

## REASONABLE FEES

Consultation Free.

Hongkong, 19th July, 1910. [613]

## HONGKONG AVERAGE MARKET PRICES.

*Current 15th Sept., 1910, 100 lbs. for 3 Mts.*

## BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa B 20

" Corned—Ham Ngau Yuk 22

" Roast—Shio 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sliced—Ngau Lan 20

" Sausages—Ngau Yuk Cheung 25

Bullock's Brains—Know per set 10

Tongue fresh—Ngau Li each 10

" Corned—Ham Ngau Li 10

" Head—Ngau Tau 85

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kiu 18

" Feet—Ngau Kook each 8

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 12

" Liver—Ngau On 12

" Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau Chai 10

" Head—Ngau Chai 10

Matton Chop—Young Pal Kwai 22

" Leg—Young Pal 22

" Shoulder—Young Shau 22

Pigs' Chills—Ghi Cheong 22

" Brains—Chi Kwai per set 14

" Feet—Chi Kook 14

" Fry—Chi Shau 14

" Head—Chi Tan 14

" Heart—Chi Sum 14

" Kidneys—Chi Yiu 14

" Liver—Chi Kiu 14

" Pork Chop—Chi Pal Kwai 14

" Corned—Ham On Yuk 14

" Leg—Chi On 14

" Fat or Lard—Chi Yau 14

Sheep's Head and Feet—Young Tan 14

" Head—Young Sum 14

" Liver—Young On 14

" Sucking Pig, To Order—Chi Chai 14

Suet Beef—Sang Ngau Yau 14

" Matton—Sang Young Yau 14

Veal—Ngau Chai Yuk 14

" Sausages—Ngau Chai Yuk Tong 14

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## Cattle.

Shark—Sa Yu 10

Shark—Fo Yu 10

Shrimp—Ma 10

Snapper—Lap Yu 10

Sole—Tai Sa Yu 10

Tinck—Wan Yu 10

Turbot—Cho How Yu 10

Turtles, small, fresh water—Kach Yu 10

White Bait—Ngau Yu Chai 10

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## HANKOW TRADE REPORT.

Mr. F. A. Aglio, who was Commissioner of Customs at Hankow, at the date (18th March, 1910), of making the report, writes as follows (in part) in the "Returns of Trade":—

The evils resulting from a debased copper coinage, in decreasing purchasing power and enhanced cost of living have continued to have a depressing effect on trade, and capital is still being withdrawn from commerce and employed on the lands reclamation undertakings in the neighbourhood of Hankow. The net imports in 1909 reached a total of \$5,150 million, an advance of nearly half a million taels on the total for 1908. This result is not satisfactory in view of the local conditions alluded to, but when the figures are compared it will be seen that they have had their effect. Foreign imports, 3,773 million taels, are less by 51 million taels, but the balance is made good and exceeded by native imports, 15,550 million taels, compared with 12,218 million taels in the preceding year. The average exchange did not vary appreciably during the two years, so the loss of foreign imports must be attributed to local distress. Exports are valued at 7,115 million taels (of foreign countries direct, 14,910 million; to Chinese ports, 17,240 million), as compared with 6,744 million taels in 1908. Some idea of the rapid growth of the export trade of Hankow during the last three years may be obtained by comparing the year's total with that for 1900, namely, 2,311 million taels. Previous to 1900 Hankow was merely a tea-exporting port with a declining tea trade. The high-Han Railway and increased shipping facilities have in the decade more than doubled the value of the export trade, which is a creditable record of the expansion. Happily, conditions in the foreign trade are favourable.

Each year and season, from which Hankow draws its staple exports, were favourable, and so soon as the river rose in the spring tonnage was sufficient to meet requirements. The demand in America, seriously curtailed by the financial crisis there in 1907-8, has again sprung up, and the European market has been well maintained. The year's export business may be pronounced a good one on the whole, and foreign firms engaged in it have had no reason to complain. The Chinese also are reported to have made good profits. The net value of the trade of Hankow for the year, 15,550 million taels, is the highest on record, and an increase of 5 million taels on that of the preceding year. In the light of these figures the revenue collection must be considered disappointing, and certain facts to account for the discrepancy will be added below.

THE HANKOW IRON WORKS, the most important of local industries, with which has been incorporated the Fa Yeh Iron Works and Pingtung Collieries, under the name of the Han-Yeh-Ping Iron and Coal Company, Limited, has had a busy and prosperous year, and the rapid development of this undertaking and the success it has attained reflect the greatest credit on its far-sighted and able manager, Mr. V. K. Lee, and the Commercial Manager, Mr. Wong Kook-shan. The output of the works in October 1909 was 30,000 tons of iron and of manganese ores, 1,500 tons of pig iron, 700 tons of pig iron, of which 1,000 tons were exported to Shanghai and Chinese ports, 2,300 tons to Japan, and 3,800 tons to America. Hankow pig iron, known in America, as Chinese pig iron, is quoted at Gold \$5, compared with \$2.50 for English and Continental iron. The total shipments of rails and fastenings amounted to 25,500 tons, double the output for the preceding year, and these were supplied to the following Chinese railways: Chekiang, Kiangsu, Fukien, Canton-Kowloon, Kiangsu & Anhui, Tientsin-Peking, Hunan-Yueh-Han, and Peking-Hankow lines. Even with the large addition already made to the plant, difficulty is found in filling orders.

A new blast furnace, expected to be in working order by April 1910, will double the present output of pig iron, as employees in the works, Chinese and Nippon, are found to be superior to the native of the province. The output of coal from the Pingtung Colliery amounted to 50,000 tons for the year. Coal, iron, and coke, 100,000 tons, were imported into Hankow for ironworks use, and stock of the latter a comparatively small quantity was re-exported. The transport fleet of this company has been increased during the year by 20 wooden lighters constructed by the Yangtze Engineering Works, an establishment in close alliance with the Iron and Coal Company, which owes its origin to the enterprise of Mr. V. K. Lee. Under the able management of

MR. WONG KWO-KO, who acquired his technical education in Hongkong, these works, which are situated at the southern tip of the island, have been completed. In 1907 a considerable amount of work and repair work. Lighters, as a means of access, have been built, a new wharf, crossing, and piers have been manifested for several railways, as well as a steel structural work for various local firms. Large orders have been received for railway bridges, crossings, and piers, and there is enough work in hand to keep the company busy for many months to come. The work employed from 1,000 to 1,200 men daily. Some trouble was experienced last high water by the river a wharfman falling away, and it is probable that more extensive building work will have to be undertaken to render the company's property secure. The steel technical and commercial, however, Chinese, and it is hoped that the success of this undertaking will lead to many others of the same kind in other parts of China.

SOME SPACE was devoted in the report for 1909 to the

Company's chartered steamer "Lanfield." The shipments included some 15,000 in pig iron and large quantities of wild fowl comprising geese, ducks, and snipe, a few turkeys, pheasants, deer, and hares. Other produce consisted of some 16,000 domestic ducks, 300,000 chickens, 12,000 pigeons, the frozen contents of fresh eggs to the value of HK \$150,000, and by-products, such as intestines and livers. The company is not entirely satisfied with its trade, the English prejudice against Chinese pig iron in the form of fresh pork, at any rate, appearing to be insurmountable. It is also a difficult difficulty of winter transport greater than was anticipated, river conditions making direct shipments only possible during the hot weather. The frozen beef trade is not being prosecuted, in deference to native feeling on the subject. The high price of eggs in the winter caused a cessation in this line of the business, but it must be remembered that the magnitude of the company's operations is one of the chief causes of the rise in prices.

THE MOST SUCCESSFUL BUSINESS has so far been done in frozen poultry, though the native bird still protests against all efforts to fatten it. Hares have also found a ready market. The export of frozen game is now only permitted during three months in each year. The company is making very large additions to its premises, and as no one would credit it with throwing good money after bad, it must be presumed that the venture has on the whole justified expectations. The Pekin Syndicate has been flooding in Hankow market for household coal, anthracite, which buyers without a hand gives out great heat, and expects, when this coal is better known, that it will be in great demand for steam production and for gas engines. The output of the mines is now 1,500 to 2,000 tons daily, an amount which will be increased when more rolling stock is available. The syndicate's river property at Tientsin, connected with the railway, has been banded and made ready to receive coal, and it is proposed to ship thence direct to ocean-going steamers.

ALL LOCAL OIL MILLS did better than in 1908 and with a few exceptions large profits were made. The Japan Cotton Trading Co.'s cotton seed oil mill was destroyed by fire, but is being rebuilt and will be working by September, 1910. Benzene mills worked full time until the rise in the price of beans in the summer caused some of them to work short time. Owing to competition, the Seng Shun Mill Co. has decided to sell its old plant and to put a sesame seed mill, to be ready in autumn 1910. The Yuen Fong Co. intends to double its plant. All bean oil mills made handsome profits. Flour mills also had a successful year, with the exception of the Han Fong mill, which became involved in the native bank failure and closed down. The Government bank has taken the mill over and is said to be going to sell it to Japanese.

## TOYO KISEN KAISHA.

CONVERSION OF LONDON LOAN. A loan of ¥2,000,000 raised in London in October 1907 by the Toyo Kisen Kaisha falls due on October 10th next, and negotiations which were in progress in London through the Specie Bank for the conversion of the loan are reported to have come to a successful conclusion. The amount of the loan is to be £200,000, with interest at current market rate and commission of 2.5 per cent. The bank undertaking the flotation of the loan is the London County and Westminster, while the guaranteeing banks are the Daiichi Ginko and the Specie Bank. The term of redemption is to be two years. It is further stated that a promissory note is to be issued for the loan, to be received every four months. The interest on the old loan was 7.5 per cent, including commission to the underwriters. A loan of ¥1,000,000 from the Daiichi Ginko falls due in November next and its renewal is now being negotiated.

## YOKOHAMA SPECIE BANK AND CHINESE BUSINESS.

A NEW DEPARTURE. The J. P. M. Chronicle learns from Japanese papers that the Yokohama Specie Bank, which has lately extended its sphere of activity in Manchuria, has decided to advance funds on business carried on by Chinese, following the example of the Russo-Chinese and the Hongkong and Shanghai Banks. Negotiations to advance loans have accordingly been in progress between the Specie Bank and Chinese firms. The first successful result in this direction is a loan of ¥1,500,000 applied for by the Chinese Colliery and Ironworks of which Mr. Shieh Sen-Kui is the President. This company is an incorporation of the Hankow Iron Works, Taya Iron Works, and Ping-Huang Colliery, and the head office is situated at Panyang. A further loan of ¥1,000,000 has been contracted for later. The rate of interest on both is said to be 7 per cent, and the principal is to be redeemed in from five to seven years after outstanding three years.

## RESCUE AT SEA.

APC R. LIVER SAVES LIFE. Two Japanese were rescued from a sailing vessel by the APC steamer "Yokosuka" on the morning of the 18th instant, and landed safely at Yokohama. It appears that at 7.30 in the morning a distressed sailing vessel was sighted by the APC and the course of the steamer was altered in order to bear down on the wreck. When the steamer got close to the sailing ship it was seen that only two men were on board, and as they wished to leave their ship they were with some difficulty taken on board the APC and carried to Yokohama, where they were handed over to the Japanese authorities. A very heavy sea was running at the time, and the men were exhausted, and though they were not on board safely it was impossible to attempt to tow the vessel, so the APC was allowed to drift away. This was in Lat. 35° 10' N. and Long. 139° 15' E. When the wreck was sighted it was drifting southward.

## FOREIGN TRAVELLERS IN JAPAN.

INSTRUCTIONS BY BARON GOTO.

Apparently as an outcome of the recent dispute between an English traveller and the Railway Bureau, Baron Goto, on Wednesday (just ultimo) issued the following instructions to the staff of the railway relative to the treatment of foreigners:—

"The number of foreign tourists arriving in Japan has largely increased in number of late, and signs of their presence are seen in the cities and everywhere else in the country. The necessity therefore arises for greater discretion and care on the part of the railway staff in the treatment of foreign tourists. At first sight there seems to be no need to make any distinction between foreign tourists and Japanese passengers, as they are equally passengers by railway, but the former, who are welcome guests (shimiyaku) from far distant lands, are put to various kinds of inconvenience on account of the difference of feeling, customs, manners, and language between them and the Japanese. The railway staff is, therefore, requested to bear the facts mentioned in mind and strive to treat foreign tourists cordially and kindly, exercising every consideration and attention in regard to their comfort within limits not prejudicial to the other passengers. Owing to their ignorance of railway regulations, foreign passengers are sometimes unwittingly infringed them. In such cases they should be gently reminded that their action is a slight against the regulations and urged to refrain from any repetition. In the event of foreign passengers refusing to accept the kind advice or wilfully and deliberately resorting to irregular practice, the action should not be passed over in silence merely because the offenders are foreigners, but proper steps should be taken to refuse them the privilege of continuing their journey in the train. This is the only way to protect the other passengers. The rules posted up in railway trains are for the most part intended to ensure comfort and convenience equally to all the passengers as far as practicable. If the comfort and convenience to which all the passengers are naturally entitled be sacrificed for the sake of two or three passengers, who unlawfully claim special treatment, this object of the railway regulations will be defeated. In maintaining order in trains and looking after the comfort of passengers, the railway staff should carefully bear these points in mind. When questioning or ordering passengers in connection with the midemeanours mentioned the railway staff must be careful in their conduct and choice of words, and observe strict principles of civility and courtesy, lest the passenger concerned be offended."

## ECHO OF THE BOXER TROUBLE.

CHINA CONTINGENT REUNION.

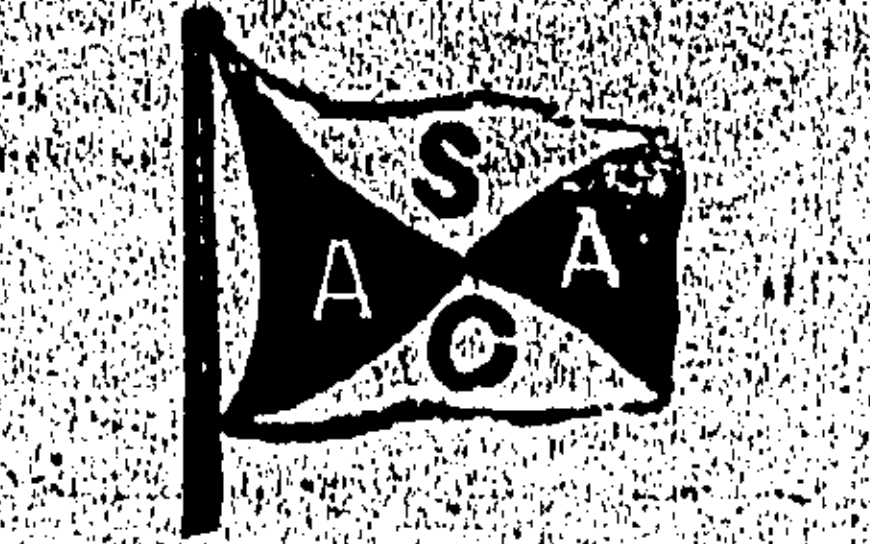
The annual reunion of the N.S.W. Naval Contingent to China was celebrated last month at Sargent's, Market Street, Sydney, when a capital dinner was served and 80 members of the contingent gathered. The function was a complete success, it being held in the management committee and Mr. R. H. Hadden, the honorary secretary of the movement. Commander Roberts, who was an officer with the contingent, occupied the chair, and the invited guests included Messrs. Curry, J. L. Marshall, and Commander Brownlow, O.C. N.S.W. naval forces. The Newcastle detachment, under Chief Petty Officer James Wiggins, attended in full strength, and were accorded a hearty reception. After dinner a toast list was negotiated and a musical programme submitted. Commander Roberts proposed "The Day We Celebrate," and in doing so referred to the outbreak of the contingent at Sydney on board the "Enfante" 10 years ago, he recounted some of the experiences in China, and then made a general reference to Australian defence matters. It was certain that the members of the contingent would be ready for service again if called upon, and they were all glad that at last something practical had developed in regard to the Australian Navy. It was a source of gratification that their old comrades in arms, Captain Tickell, was appointed to bring the destroyer "Yarra" and "Paranella" to Australia. They were also glad that compulsory training was soon to be an accomplished fact. The president then read a letter from Commander Hinton, from London, conveying his hearty good wishes, and also forwarding a substantial expression of his sympathy with the contingent reunion.

On his toast he included a "Distant Comrades," "Absent Comrades," "Our Guests," "The Committee," "The Press," and "The President." Among those who contributed to the programme were Commander Brownlow, Messrs. Laycock, Edward, J. Pickering, J. Wiggins, B. Hughes, Smith, Riddell, Joseph Blacker, Calcraft, Geddes, McFarlane, Col. Paley, and others.

During the evening the opportunity was taken to present the hon. secretary, Mr. R. Hadden, with a purse of sovereigns as a token of esteem and in recognition of his services since the reunion was inaugurated. Commander Roberts made an appropriate address, and he was supported by Chief Petty Officer Wiggins, of Newcastle, who remarked upon the consistency with which the secretary kept the Newcastle men advised. Mr. Hadden responded in suitable terms. "Auld Lang Syne" and the "National Anthem" brought a successful conclusion to a close.

## To-day's Advertisement.

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI" On or about 21st Oct. 1910.

For Freight and further information, apply to SHEWAN, TOMES &amp; CO. General Agents. Hongkong, 22nd September 1910.

## COMMERCIAL.

21st September, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. K. S. Kadoorie &amp; Co.:

Altagora	4/5
Anglo-Java	11 7/8
Anglo-Malay	23 1/2
Balgownie	31 1/2
Bato Tigas	10 1/2
Bertam	7/0
Bukit Kajang (pp.)	50/-
Bukit Rajah	50/-
Caray United	6 prem.
Castlefields	110/-
Charyat Sengang	31
Cheras (part paid)	50 prem.
Da. (fully paid)	50
Damansara	137 1/2
Eastern International	115/- prem.
Fed. Selangors	—
Gledals	51
Glenahale	—
Golconda	10/-
Golden Hope	—
Highlands and Lowlands	102 1/2
Indragiri	—
Joch Kenneth	—
Jequils	—
Jonglandais	—
Kamuning	5 1/2 prem.
Kuala Lumpur	60/-
Landros (fully paid)	—
Landros (ppd.)	—
Labus	—
Ledbury	70/-
Lingga	52 1/2
London Asiatic	117 1/2
London Venture	6 1/2
Medinas	7 1/2
Pajama	510
Pegoh	58
Rubber Trusts	2 1/2 prem.
Sagga	270/-
Sandycrofts	53 1/2
Sapong	—
Seafelds	—
Sekong	20/- prem.
Shelfolds	73 1/2
Singapore & Johore	51 1/2
Sumatra Paras	15/-
Sungel Choh	100/-
Sungel Kapras	14 1/2
Tandjongs	—
Tangkahs	27 1/2
Toerangle	3/- prem.
Ulu Runtin	—
United Sengang	105/-
United Singapore	117 1/2
United Sumatra	8 1/2
United Langkals	50/-
Tronoh	34 1/2
Para Rubber	7 1/2 per lb.

The sugar crop in East Java, this year, is reported as being satisfactory. There being no longer any fear of cholera, the sugar mills are working at full speed. The only complaint of planters is that the railway falls short in mass of transport. Shippers at Sourabaya are handicapped by lack of cargo-boats. Many steamers that had been chartered have to wait a long time before their turn comes.

## Events Coming.

Thursday, 22nd September.  
Hongkong Cricket Club Open Air Concert at Club Grounds, 9 p.m.  
Friday, 23rd September.  
V.R.C. Athletic Sports.  
George F. Lamont, Auctioneer of furniture at 5, Gordon Terrace, Haori Road, (Kowloon), 2.30 p.m.  
Theatre Royal "The New Boy" 8 p.m.  
Saturday, 24th September.  
Meeting, Hongkong Colton Spinning, Waring and Dyeing Co., 11.15 a.m.  
Meeting of Douglas Steamship Co., Ltd., noon.  
V.R.C. Athletic Sports.  
Monday, 26th September.  
Sale of play right Oppen's Ice House Road, at P.W.D., 11.15 a.m.  
Hongkong Cricket League Annual Meeting, at H.K.G.O.  
Tuesday, 27th September.  
Harbour race.  
Kowloon Cricket Club Annual Meeting at Club House 3.15 p.m.  
Thursday, 29th September.  
Bett Aquatic Sports, at V.R.C. Club.  
Saturday, 1st October.  
Opening of Kowloon-Canton Railway.  
British Society, 4.45 p.m.  
Hongkong Jockey Club half-yearly meeting at Hongkong Club, 7.15 p.m.  
C.R. Service from Hongkong.  
Monday, 3rd October.  
Sale of Crown Land at Kowloon, P.W.D., 11.15 a.m.  
Sale of Crown Land at Shatin, P.W.D., 11.15 a.m.  
Eye of Jewish New Year.

## To-day's Advertisements.

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

## THE Steamship.

"JAPAN," Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 27th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LIMITED Agents. Hongkong, 22nd September, 1910.

## FROM EUROPE.

## THE H. A. L. Steamship.

"C. FERD. LARSEN," Captain Kestel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or storm-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 p.m.

No Fire Insurance will be affected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex s.s. "President Lincoln" from New York, Germany from Gubenburg, A/R from Stettin.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 22nd September, 1910.

## Intimations.

Try our delicious

CORNED PORK.

CORNED BEEF.

and

PRESSED BEEF.

—

THE

DAIRY FARM CO.,

LIMITED.

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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS (BASED ON YEAR'S DIV.)	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	110,000	\$125	\$125	£1,500,000 \$15,000,000	\$9,019 3/4	2 1/2 for first half-year ending 30.6.10 @ ex 1/10 = \$22.45	\$220 sellers \$270 ex div.
National Bank of China, Limited .....	99,925	17	16	£6,000 \$60,000	\$30,558	\$1 (London 1/6) for 1909 .....	\$78 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$250	\$50	£1,500,000 \$15,000,000	none	\$10 for 1908 .....	6 % \$190 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	£1,500,000 \$15,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	5 % Tls. 115
Union Insurance Society of Canton Limited .....	12,400	\$250	\$100	£1,500,000 \$15,000,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	6 % \$15 nominal
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	£1,000,000 \$10,000,000	17 7/16	\$15 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	7 % \$205
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited .....	30,000	\$100	\$50	£1,000,000 \$10,000,000	\$4,810	\$6 and bonus \$2 for 1908 .....	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	£1,500,000 \$15,000,000	\$450,218	\$27 for 1908 .....	8 % \$355
<b>SHIPPING.</b>							
China and Malacca Steamship Company, Limited .....	30,000	\$25	\$25	£1,500,000 \$15,000,000	Dr. \$3,717	\$12 for 1908 .....	10 % \$24 buyers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	£1,000,000 \$10,000,000	NIL	\$1 for year ending 30.6.1908 .....	10 % \$24 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	£1,500,000 \$15,000,000	\$24,700	Dividend of \$1 1/2 for 30.6.10 .....	8 % \$34
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred) .....	50,000 50,000	£5 £5	£5 £5	£135,100 £135,100	£1 537.82	6/- for 1907 on Preference shares only @ ex 1/10 = \$3.15 .....	5 % \$39 sellers
"Shell" Transport and Trading Company, Limited .....	1,000,000	£1	£1	£1,000,000 \$10,000,000	£192,994	2nd 1/2 of 2/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09 .....	5 % \$4 sales
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	£1,000,000 \$10,000,000	\$1,159	A dividend of 7 % for year ending 30.1.10 A bonus of 5 % .....	5 % \$23 1/2 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	£1,000,000 \$10,000,000	Dr. \$1,090	\$10 per share for 1907 .....	6 % \$152 1/2 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	£1,000,000 \$10,000,000	Dr. \$135,891	\$3 for 1907 .....	10 % \$75 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£1,000,000 \$10,000,000	£14,135	Interim of 1/6 for 1910 (coupon No. 14) .....	9 % Tls. 16
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	£1,000,000 \$10,000,000	none	First year .....	10 % Pa. 13
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	£1,000,000 \$10,000,000	none	\$1 per share 15th dividend .....	5 % \$71 sellers
Oriental Consolidated Mining Co., Ltd. ....	500,000	G \$10	G \$10	£1,000,000 \$10,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	5 % \$70
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Gep.) & Co., Limited .....	18,000	\$25	\$25	£1,500,000 \$15,000,000	Dr. \$8,460	\$1.75 for year ending 31.12.08 .....	10 % \$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	£1,500,000 \$15,000,000	\$264,847	\$2 1/2 for 1909 .....	4 1/2 % \$54 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	£1,000,000 \$10,000,000	\$11,735	No dividend paid this year .....	10 % \$10
Shanghai Dock and Engineering Co., Ltd. ....	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 0,261	Final of Tls. 3 making Tls. 6 in all for 1910 .....	6 1/2 % Tls. 76
Shanghai and Hongkong Wharf Company, Limited .....	16,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 0,222	Interim of Tls. 3 for 1910 .....	7 % Tls. 116
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 4,314	Tls. 6 for year ending 31.12.09 .....	5 1/2 % Tls. 97 sellers
Central Stores, Limited .....	50,125	\$15	\$15	£1,000,000 \$10,000,000	\$24,041	\$2.50 on old and 60 cents on first new issue .....	8 % \$10 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	£1,000,000 \$10,000,000	\$1,277	\$2.50 on old and 60 cents on first new issue .....	10 % \$15 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	10,000	\$100	\$100	£1,000,000 \$10,000,000	\$250,000	Final of \$1 making \$7 for year end 31.12.09 .....	7 % \$101
Hampshire Estate & Finance Company, Limited .....	150,000	\$10	\$10	£1,000,000 \$10,000,000	\$5,474	45 cents for 1909 .....	6 % \$1
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	£1,000,000 \$10,000,000	\$29	\$3 1/2 for 1909 .....	8 1/2 % \$32 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 1,550,045 \$15,500,450	Tls. 63,069	Interim of Tls. 3 for 1910 .....	6 1/2 % Tls. 112
West Point Building Company, Limited .....	12,500	\$50	\$50	£1,000,000 \$10,000,000	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909 .....	8 1/2 % \$39 sellers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$10,000,000	Tls. 10,992	Tls. 12 for year ending 31.10.09 .....	8 1/2 % Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	£1,000,000 \$10,000,000	\$6,551	50 cents for year ending 31.7.08 .....	10 % \$4 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 1,500,000 \$15,000,000	Tls. 8,272	Tls. 7 1/2 for year ending 30.9.09 .....	12 % Tls. 55
Lao-kang-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 4,829	Tls. 6 for 1909 .....	7 % Tls. 55
Soy Chen Cotton Spinning Company, Limited .....	2,000	Tls. 60	Tls. 60	Tls. 1,200,000 \$12,000,000	Tls. 31,172	Tls. 25 for 1909 .....	10 % Tls. 200
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	£1,500 \$15,000	£048	15 % per share for 1908 .....	10 % 18 sellers
China-Borneo Company, Limited .....	82,000	\$12	\$12	£10,000 \$100,000	NIL	60 cents for 1909 .....	6 % \$9 buyers
China Light and Power Company, Limited .....	50,000	\$12	\$12	£10,000 \$100,000	\$30,241	60 cents for year ended 31.12.08 .....	10 % \$140 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	£1,000,000 \$10,000,000	\$1,000	80 cents for 1909 .....	9 % \$8 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$7 1/2	£1,000,000 \$10,000,000	\$1,893	\$1.20 for year ending 31.7.07 .....	6 1/2 % \$19
Green Island Cement Company, Limited .....	400,000	\$10	\$10	£1,000,000 \$10,000,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909 .....	10 % \$40 buyers
H. Price & Company, Limited .....	12,000	\$10	\$10	£1,000,000 \$10,000,000	\$670	14 per cent. viz. \$1.47 for 1909 .....	10 % \$14 sellers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	£1,000,000 \$10,000,000	\$1,798	A dividend of \$1.20 per share and a bonus of 10 cents .....	6 % \$15
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	£10,000 \$100,000	\$9,178	Final of \$3 for 1909 .....	6 % \$15 sellers
Hongkong Rive Manufacturing Company, Ltd. ....	60,000	\$10	\$10	£1,000,000 \$10,000,000	Tls. 116,682	Interim dividend of Tls. 1 1/2 15th March .....	9 % Tls. 1,200
Maatschappij tot Exploitatie van Landbouw planten in Langkat, Limited .....	25,000	Gd. 100	Gd. 100	Tls. 1,500,000 \$15,000,000	Tls. 116,682	Tls. 12 1/2 15th June & Tls. 15 1/2 15th Sept. .....	5 % \$13 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.9.10 .....	10 % \$14 sellers
Phillips Company, Limited .....	50,000	\$10	\$10	£1,000,000 \$10,000,000	Pa. 18,640	None .....	10 % \$10 sellers
Shanghai-Summit Tobacco Company, Limited .....	10,000	Tls. 20	Tls. 20	Tls. 2,000,000 \$20,000,000	Tls. 1,250	No dividend this year .....	10 % Tls. 140
Société des Pulpes et Papeteries de Tonkin .....	13,200 Benefit shares 1,200	50 Halibong Nominal	25 Currency	none	none	First year .....	10 % \$39 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	£1,000,000 \$10,000,000	Dr. \$11,095	None .....	10 % \$35 sellers
Steam Laundry Company, Limited .....	20,000	\$25	\$25	£1,000,000 \$10,000,000	\$17,86	10 % for year ending 31st May 1910 .....	10 % \$35 sellers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	£1,000,000 \$10,000,000	none	60 cents for year ending 31.12.08 .....	8 % \$14 buyers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	£1,000,000 \$10,000,000	\$4,000	60 cents per ord. share for year ending 31.12.09 .....	10 % \$14 sellers
Watkins Limited .....	10,000	\$10	\$10	£1,000,000 \$10,000,000	\$1,041	15 cents for 1909 .....	11 % \$1
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	£1,000,000 \$10,000,000	\$5,618	5 % for 1909 .....	10 % \$1
William Powell, Limited .....	15,000	\$7	\$7	£1,000,000 \$10,000,000	\$782	None .....	10 % \$14 buyers

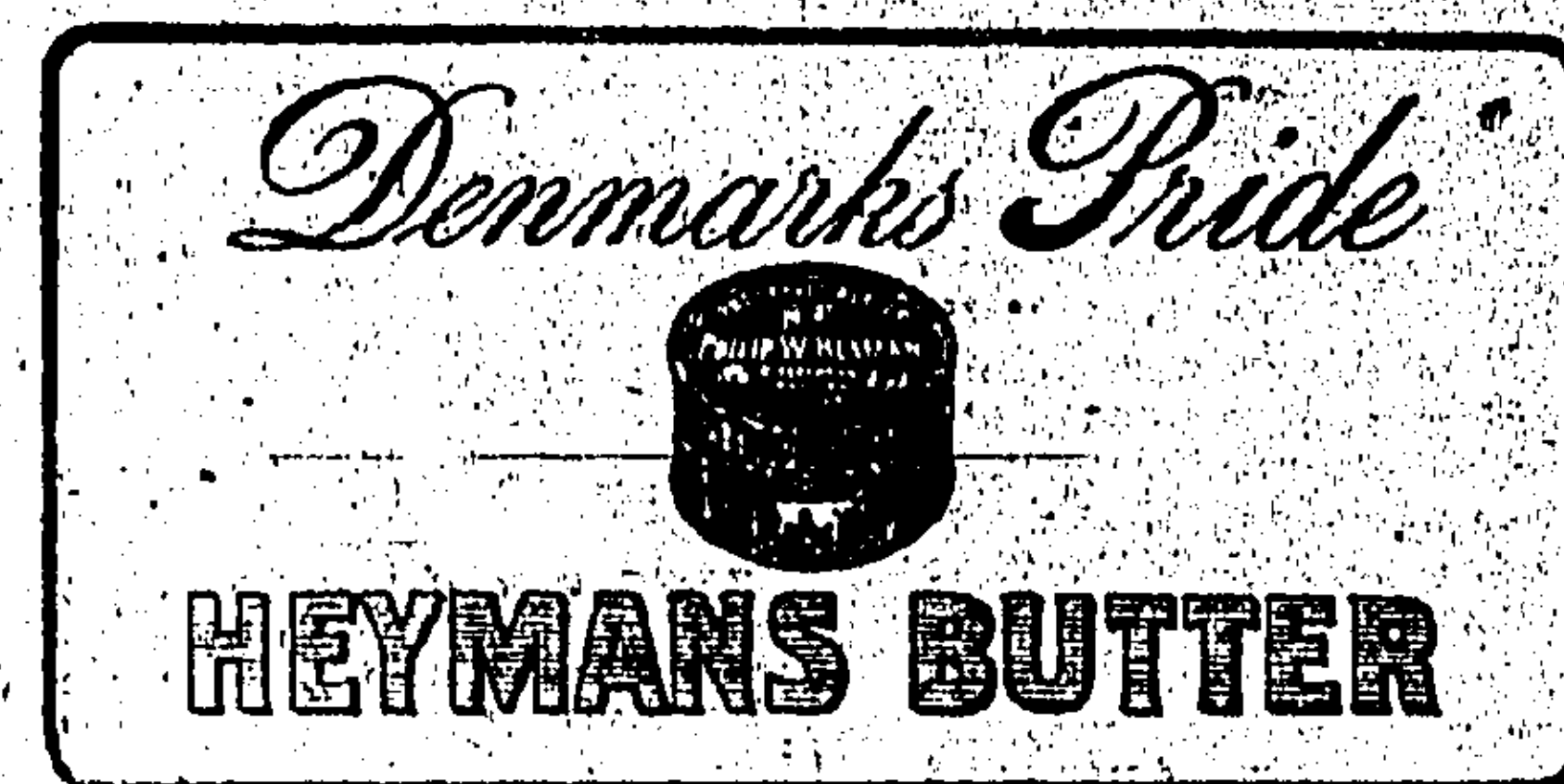
Printed and Published by JOHN PABST BROS. for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, 100, Queen's Road, Central, Hongkong.

## Hotel.

BAND I BAND II BAND III  
AT THE  
**BELLE VIEW HOTEL.**  
SHAUKIWAN ROAD.  
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.  
On SUNDAY, the 25th September (weather permitting).  
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.  
Dinner a la Carte 7.30 p.m.  
Dining Rooms can be reserved by telephoning to the undersigned.  
All cordially invited.  
W. GALLAGHER, Manager.  
Hon. Cong. 22nd September, 1910.

## Intimations



SIEMSEN &amp; CO., Sole Agents.

49

## PEAK TRAMWAYS COMPANY LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes  
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